# REVISED VALLEY RIDGE

## Area Structure Plan And Supporting Information

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

JULY 1991

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## PREFACE

The Valley Ridge area was annexed to the City of Calgary on 1981 January 1, in response to a petition filed by Tri-Media Studios Ltd., the principal landowner at that time.

On 1982 May 17, City Council adopted the Valley Ridge Area Structure Plan (By-law #2P82). This plan provided a policy framework for the Tri-Media Studios development concept, comprising a movie/television/recording studio and adjacent complementary industrial and commercial uses, plus a residential community, two golf courses, and extensive natural open space amenities.

Due to the economic downturn in late 1982, this plan was never implemented. The Tri-Media lands subsequently reverted to receivers, and in 1989 were acquired by Barbican Developments Ltd., who advised the City's Planning & Building Department that they would be submitting a proposal for an entirely new development concept.

Barbican's Valley Ridge Concept Plan was submitted to the City in June, 1990. It was at this point that preparation of the Revised Valley Ridge Area Structure Plan formally began. Prior to adoption of this plan by City Council, By-law #2P82 will be rescinded.

Finally, it should be noted that municipal public facilities and improvements proposed or recommended in the Revised Valley Ridge Area Structure Plan and Supporting Information (e.g., regional pathways, community recreational facilities) are subject to the City's capital budget priorities and approval process.

# AREA STRUCTURE PLAN

# REVISED VALLEY RIDGE AREA STRUCTURE PLAN

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## THE AREA STRUCTURE PLAN

### 1.0 PLANNING AREA (MAP 1)

Valley Ridge is located in the northwest sector of the city, to the west of Bowness and Greenwood/ Greenbriar between the Trans Canada Highway and the Bow River. Its western boundary is the current city limits, and it is thus the western gateway to Calgary. The Province's Transportation/Utility Corridor, which includes the right-of-way for the future Stoney Trail, constitutes the area's eastern boundary.

This plan covers a total area of 273.5 hectares (675.7 acres), including portions of Sections 31 and 32-24-2W5M and Sections 5 and 6-25-2W5M.

REVISED VALLEY RIDGE

MAP 1

# LOCATION

LEGEND

PLANNING AREA

DATE

APRIL 1991

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

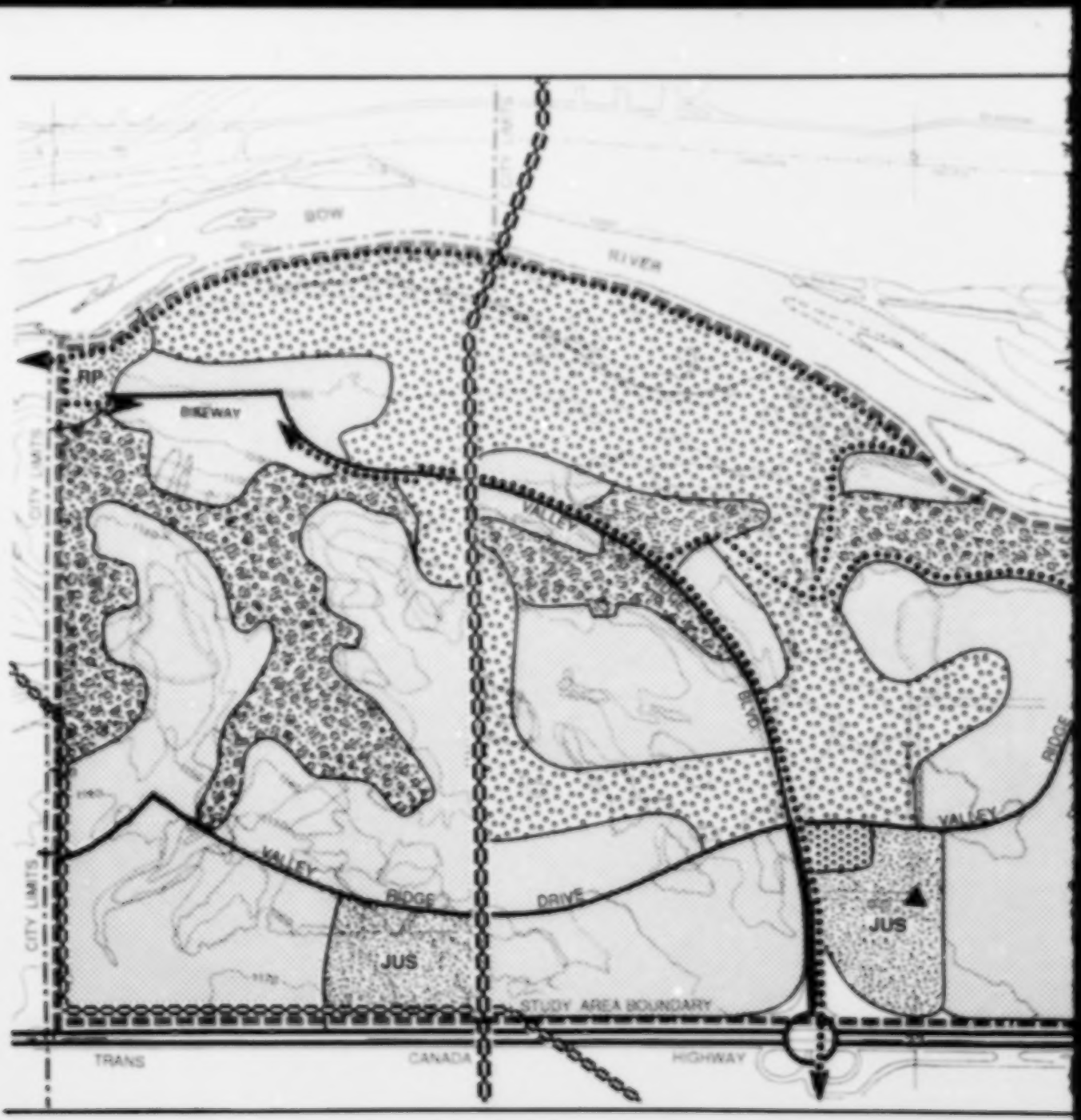
0 3.0 6.0 km
0 2.0 4.0 mile

## 2.0 PLANNING CONCEPT (MAP 2)

The Revised Valley Ridge plan is for a residential community which will ultimately house about 5,000 to 6,000 people. Integral to the development concept is an 18-hole golf course incorporating much of the existing golf course in the Bow River valley, but modified and expanded into the upland to weave through portions of the residential area. This amenity is complemented by the area's natural features (ravines, escarpment and riverbank), most of which will be preserved and protected as open space.

To serve the needs of area residents, the plan provides for two joint use sites to accommodate public and separate elementary schools, a community centre site and community recreation facilities. A neighbourhood shopping centre will be centrally located, intended to serve the local community rather than highway traffic. The plan provides for regional pathways along the Bow River, the top of the escarpment and south along the east side of Valley Ridge Boulevard (formerly Valley Ridge Road) to the Trans Canada Highway.

Primary access to the area will be from the Trans Canada Highway at the Valley Ridge Boulevard interchange. However, the plan also makes provision for a second access via a flyover of the future Stoney Trail, linking Valley Ridge with Greenbriar and Bowfort Road, to be constructed after Stoney Trail is in place from the Trans Canada Highway across the Bow River to a connection with Nose Hill Drive N.W. However, should transit service be required in the interim a bus-only connection will be considered. Ultimately, access will also be available from the west at such time as an interchange is constructed on the Trans Canada Highway in the vicinity of 133 Street N.W., roughly one-half mile west of the present city limits (western boundary of Valley Ridge).


BOW
RIVER
RP
BIKEWAY
CITY LIMITS
VALLEY
BLVD
RIDGE
VALLEY
RIDGE
DRIVE
JUS
JUS
STUDY AREA BOUNDARY
TRANS
CANADA
HIGHWAY

# REVISED VALLEY RIDGE

MAP 2

## LAND USE AND TRANSPORTATION PLAN

### LEGEND

- RESIDENTIAL AND RELATED USES
- NEIGHBOURHOOD COMMERCIAL
- JUS — JOINT USE SITE
- RP — RIVERSIDE PARK
- GOLF COURSE
- ENVIRONMENTALLY SENSITIVE OPEN SPACE
- COMMUNITY CENTRE
- REGIONAL PATHWAY
- PRIMARY COLLECTOR/ COLLECTOR ROAD
- MAJOR ROAD
- FREEWAY / EXPRESSWAY
- 240 kv OVERHEAD TRANSMISSION LINE
- 138 kv OVERHEAD TRANSMISSION LINE (RELOCATED)

**DATE**
**APRIL 1991**

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1320'
0 402 m.

5

## 3.0 PLANNING POLICIES

In this plan, the term "Residential and Related Uses", as shown in Map 2, means:

- Single detached, semi-detached, duplex and multi-family dwellings; and

- Such related uses as local commercial areas, neighbourhood shopping centres, churches, child care facilities, police and fire stations, libraries, and neighbourhood parks other than joint use sites.

The locations and sizes of sites for these uses shall be determined at the outline plan stage, subject to the following policies.

### 3.1 Residential

(a) The predominant form of housing will be single family. However, clusters of multi-family housing should be encouraged in appropriate locations in order to achieve a mix of housing types throughout the area, and to take advantage of the varied topography. Suitable sites for multi-family developments shall be determined with regard to the Multiple Residential Development Location Guidelines (Table 3.3.3) in the Calgary General Municipal Plan.

(b) Average residential density throughout Valley Ridge (net of the golf course and environmentally sensitive open space features) shall be in the range of 12.3 to 14.8 units per gross residential hectare (5.0 to 6.0 units per acre). However, consideration should be given to approval of individual development proposals at densities above or below the limits of this range, where considered to be appropriate.

(c) The developer shall be responsible for providing noise attenuation for residential units adjacent to the Trans Canada Highway, the future Stoney Trail and any major roads, in accordance with the requirements of the City of Calgary's Policy on Surface Transportation Noise.

(d) Any slope adaptive residential development shall be to the satisfaction of the City Engineer, and shall be in strict accordance with acceptable slope stability and geotechnical analysis.

(e) Residential development within the floodplain of the Bow River shall be subject to the Floodway and Floodplain Special Regulations within the City of Calgary Land Use By-law 2P80, as amended by By-law 5P85.

(f) The existing RR-1 lot near the riverbank on the east side of the area is incorporated into the plan, and shall have its roadway access maintained or an alternate access provided throughout the various stages of development of Valley Ridge.

## 3.2 Commercial

(a) Provision is made in this plan for a neighbourhood shopping centre, to be located generally as shown in Map 2.

(b) Additional neighbourhood retail facilities may be appropriate elsewhere in Valley Ridge.

(c) Final locations, sizes and configurations of all neighbourhood retail facilities shall be established at the outline plan stage.

## 3.3 Golf Course

(a) Prior to subdivision or development approval on the golf course lands, the applicant shall enter into agreement with the City of Calgary for conveyance to the City, for a nominal sum, of those portions of the golf course lying within the Bow River floodway, on the escarpment slope and in the ravines, generally as shown in Map 2.

(b) Final design of the golf course shall take into account the overall requirements for regional pathways as determined by Calgary Parks & Recreation, to be located generally as shown in Map 2. This matter shall be addressed in the agreement referred to above.

## 3.4 Open Space

### 3.4.1 Joint Use Sites

(a) The plan provides for two joint use sites in Valley Ridge, to be located generally as shown in Map 2.

(b) The easterly site shall be of sufficient size to accommodate a public elementary school, a community centre and community recreation facilities.

(c) The westerly site shall be of sufficient size to accommodate a separate elementary school.

(d) Specific locations, sizes and configurations of both joint use sites shall be determined at the outline plan stage.

### 3.4.2 Regional Pathways

(a) Provision shall be made for a system of regional pathways within a ten meter right-of-way along the Bow River, as well as east-west along the top of the escarpment and south along the east side of Valley Ridge Boulevard to the Trans Canada Highway, to be located generally as shown in Map 2. The east-west pathway could cross Stoney Trail either on the collector overpass, or under the Bow River bridge structure, to connect with Bowness Park. Pathway access shall be provided across the Trans Canada Highway within the ultimate Valley Ridge Boulevard interchange.

(b) For any sections of the regional pathway system which traverse the golf course, the pathway design shall be integrated into the golf course design (see also 3.3.(b)). Similarly, for any sections of the regional pathway system that border residential development, the pathway design shall be integrated into the subdivision design. The

routes and final design of all regional pathways shall be to the satisfaction of the Director of Parks & Recreation.

(c) For any sections of the regional pathway system which may be located within roadway rights-of-way, the facility shall be constructed as a separate pathway, as opposed to simply designating a bikeway route. Notwithstanding this, the plan provides for a bikeway linkage near the western extremity of the pathway, as shown in Map 2.

(d) The regional pathway system shall be constructed in conjunction with the development of the residential and golf course lands.

### 3.4.3 Environmentally Sensitive Areas

(a) By agreement between the developer and the City, most of the ravines and the escarpment, generally as shown in Map 2, shall be preserved in their natural state through dedication as environmental reserve (ER) at the subdivision approval stage.

(b) Prior to any encroachment into environmentally sensitive areas for either the construction of utilities or subdivision development, the impacts and appropriate mitigating measures shall be addressed to the satisfaction of the City Engineer and the Director of Parks & Recreation.

(c) A riverside park shall be provided for in the northwest corner of Valley Ridge, as shown conceptually in Map 2. This park shall have public pedestrian and vehicular access.

### 3.4.4 Neighbourhood Parks

Neighbourhood Parks, some of which will be tot lots, shall be provided as appropriate throughout Valley Ridge. Locations, sizes and configurations shall be established at the outline plan stage.

## 3.5 Transportation

(a) The existing Trans Canada Highway/Valley Ridge Boulevard interchange has a capacity threshold which will be reached prior to the full development of Valley Ridge. A detailed traffic analysis to establish this capacity threshold shall be undertaken by the applicant, subject to the approval of the Director of Transportation, as a prerequisite to approval of each subdivision application.

(b) At such time as the Director of Transportation considers the capacity threshold of the Trans Canada Highway/Valley Ridge Boulevard interchange to have been reached, this situation shall be reported to City Council through the Calgary Planning Commission. Council may then direct the Administration to proceed in accordance with one of the following two options:

(i) implement the recommended improvements to the interchange, and allow development to proceed; or

(ii) refuse to approve any further development until such time as funding for the recommended roadway improvements has been committed.

(c) Provision shall be made in outline plans for connection of a collector standard flyover of the future Stoney Trail, located approximately as shown in Map 2, to link Valley Ridge with Greenbriar and Bowfort Road to the east. This flyover is required as a secondary access for general vehicular traffic and emergency service vehicles, as well as for public transit service, bicycles and pedestrians. This flyover shall not be constructed until such time as Stoney Trail is in place from the Trans Canada Highway across the Bow River to a connection with Nose Hill Drive N.W. However, should transit service be required in the interim, a bus-only connection will be considered.

(d) Provision shall be made in outline plans for the extension of a collector road west from Valley Ridge, located approximately as shown in Map 2, to ultimately connect with a possible future interchange on the Trans Canada Highway in the vicinity of 133 Street N.W.

(e) Provision shall be made for the possible operation of public transit (bus) service on all major, primary collector and collector roads, as shown conceptually in Map 2.

(f) In accordance with City Council policy, all residences should be located within a walking distance of 450 metres from the nearest anticipated bus stop, to be determined at the outline plan stage. Due to topographic constraints, however, it may be necessary to relax this requirement for some parts of Valley Ridge, subject to the approval of the Director of Transportation.

## 3.6 Public Utilities

Water, sanitary and storm sewer mains will be extended to service the Valley Ridge area generally as shown in Maps 7 and 8. Electrical, natural gas and telephone servicing will be provided generally as shown in Map 9. Specific alignments for all utilities will be established at the outline plan stage, and any variation of the final alignments from those shown in Maps 7, 8 or 9 will not require an amendment to this plan, since these maps illustrate conceptual alignments only.

### 3.6.1 Water Supply

Initially, development in Valley Ridge will require the installation of one permanent 400 millimetre main in addition to the existing 250 millimetre main. The 250 and 400 millimetre mains will provide interim servicing to Valley Ridge. The ultimate servicing arrangement will include the connection of the 400 millimetre main across the Transportation/Utility Corridor to Greenbriar, generally as shown on Map 7.

### 3.6.2 Sanitary and Storm Sewers

Sanitary sewer services to Valley Ridge will be provided via a connection to the North Bearspaw Trunk , generally as shown in Map 8.

Stormwater management for Valley Ridge will be achieved via a storm trunk sewer and detention/ retention facilities within the area, with an outfall to the Bow River, generally as shown on Map 8.

Prior to tentative plan approval the developer shall submit both a sanitary servicing scheme and a stormwater management report acceptable to the City Engineer, indicating the specific locations of proposed sanitary and storm sewer systems.

Pretreatment facilities shall be incorporated into the stormwater management system, and the quality of stormwater outflow into the Bow River shall be controlled to the satisfaction of the City Engineer.

### 3.6.3 Shallow Utilities

Electrical service will be provided at 25 kV from the #36 substation on the north side of the Bow River. Natural gas will be supplied by a 273 mm intermediate pressure feeder main from Bowness, across the Transportation/Utility Corridor to Valley Ridge. An AGT switching centre will be located within Valley Ridge to provide telephone service to the area.

## 3.7 Restricted Development Area

### 3.7.1 Transportation/Utility Corridor (TUC)

The Approving Authority shall ensure that pedestrian and vehicular access can be provided to lands within the TUC. This access is required for the installation and maintenance of utilities, and for other potential uses (e.g. recreational activities, pedestrian/bicycle pathways, etc.).

### 3.7.2 Environmentally Sensitive Areas

Ministerial consent is required as a prerequisite to approval of subdivision, land use redesignation and/or development permits on those portions of Sections 5 and 6-25-2 W5M included within Valley Ridge which are designated as Environmentally Sensitive Areas within the Calgary Restricted Development Area.

## 3.8 Phasing of Development

Development in Valley Ridge will commence with the construction of a new 9-hole golf course in the uplands. Coupled with the existing 18-hole course, this will temporarily create 27-holes in the initial phases of development. In conjunction with the golf course, the first phase of residential development will be on the upland plateau west of Valley Ridge Boulevard, in approximately the centre of the site. From there, future residential development will extend east and west along the upper plateau.

The final phases of residential development will probably occur on the lower terraces associated with the Bow River Valley. Portions of the existing 18-hole golf course at the west end will be removed to accommodate residential development. The modifications to the existing golf course will ultimately result in a new 18-hole golf course extending from the lower terraces to the upland plateau.

Notwithstanding the above, phasing of residential development will depend ultimately on market conditions and trends, and may therefore be subject to change.

# SUPPORTING INFORMATION

# SUPPORTING INFORMATION TO THE REVISED VALLEY RIDGE AREA STRUCTURE PLAN

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## 4.0 NATURAL FEATURES

### 4.1 Topography and Drainage (MAP 3)

The study area contains six major landform units, as shown in Map 3. These are:

(a) A smooth, uniform upland slope of about 10 percent average gradient, located in the southwest corner of the area.

(b) Gently rolling uplands within a complex network of depressions, located in the central portion of the area. Slopes generally reach a maximum of 15 percent, although some localized slopes reach 20 percent.

(c) A flat upland in the eastern part of the area.

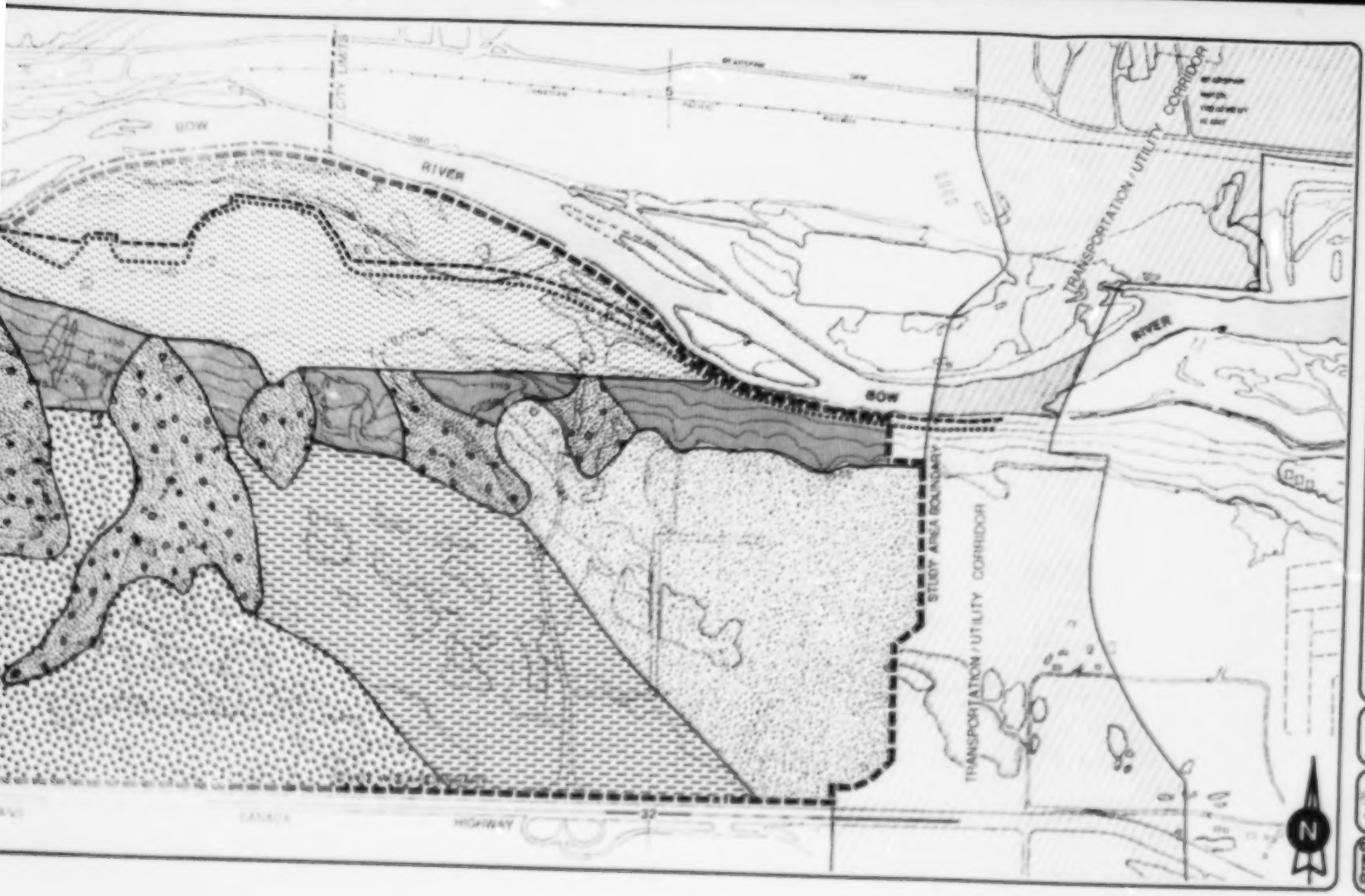
(d) The steeply sloping Bow River valley escarpment, with slopes in excess of 22 percent. The maximum escarpment height is 55 metres (180 feet) above the river terrace.

(e) Five ravines, the easternmost containing a spring-fed stream, and the two western ravines containing seasonal intermittent surface water.

(f) A two-level river terrace, the lower of which contains both the floodway and floodplain of the Bow River.

The steep slopes and ravines present constraints to development. At the same time, however, the topography, together with well-drained soils, contributes to dry conditions throughout the study area. The large ravines perform important drainage functions.

Surface water is in the form of seasonal intermittent ponds in the rolling upland area, and the spring-fed stream in the easternmost ravine. The floodway and floodplain lines have recently been updated by Alberta Environment, as shown in Map 3.




REVISED VALLEY RIDGE

MAP 3

TOPOGRAPHY

LEGEND

- RIVER TERRACES
- ESCARPMENT
- RAVINES
- SMOOTH UPLAND SLOPE
- ROLLING UPLAND
- FLAT UPLAND
- FLOODWAY
- FLOODPLAIN

DATE
APRIL 1991

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

1320'
400 m.

19

## 4.2 Soils and Geology

The upland area is comprised of deep mixtures of gravel, sand and silty clay, deposited by glacial lakes and channels over glacial till. The river terraces are comprised of clay, silt and sand, over sand and gravel. Some coarser materials, eroded down from the upper escarpment and ravines, are also present in the river terraces.

## 4.3 Archaeological and Historical Resources

Twenty-six archaeological sites have been previously recorded in the Valley Ridge area. An Historical Resources Impact Assessment has recently been undertaken on behalf of Barbican Developments Ltd., and has been reviewed and accepted by Alberta Culture and Multiculturalism. Mitigative measures will be undertaken prior to any surface disturbance for four significant sites identified by this assessment.

No historic sites have yet been identified in Valley Ridge. However, the Archaeological Survey of Alberta (Resource Management Section) requires that any historic remains encountered during the course of development be reported to them.

## 4.4 Vegetation And Wildlife

Significant stands of White Spruce and Douglas Fir are to be found along the escarpment in the eastern portion of Valley Ridge. Scattered stands occur on other parts of the escarpment. There are numerous groves of Aspen and Balsam Poplar in the western and central portions of the upper plateau, and particularly in the ravines and along the escarpment slope.

The ravines and escarpment within Valley Ridge provide habitat that is suitable for numerous mammals, including Mule and White-tailed Deer, Red Fox, American Badger, Canada Lynx, Long-tailed Weasel and Varying Hare. Common birds include various species of hawks and songbirds, as well as the Great Horned Owl.

The riverbank, the escarpment and the ravines together constitute a link in the Bow River wildlife corridor which leads into the city from western rural areas; enhancing wildlife populations in Bowness Park, Edworthy Park and Lawrey Gardens.

## 5.0 HISTORICAL BACKGROUND

### 5.1 Happy Valley Park

The Valley Ridge area was formerly the site of Happy Valley Park. The park was a privately operated, commercial recreation venture comprising a public golf course, swimming pool, ski hill and other recreational facilities. Of these facilities, only the 18-hole public golf course in the river terrace remains. A small-scale gravel extraction operation in the upland has been inactive for a number of years.

### 5.2 Annexation To City

In the late 1970's Happy Valley Park was purchased by Tri-Media Studios Ltd., and was renamed Valley Ridge Park. The area was annexed to the City of Calgary on 1981 January 1, in response to a petition filed by Tri-Media, and supported by the City.

The lands on the north side of the Bow River, known as West Scenic Acres, were also annexed to the City in 1981. The lands immediately south of the Trans Canada Highway were annexed in July 1989, while to the west of Valley Ridge the land is still under the jurisdiction of the Municipal District of Rocky View No. 44.

### 5.3 Tri-Media Studios Development Proposal

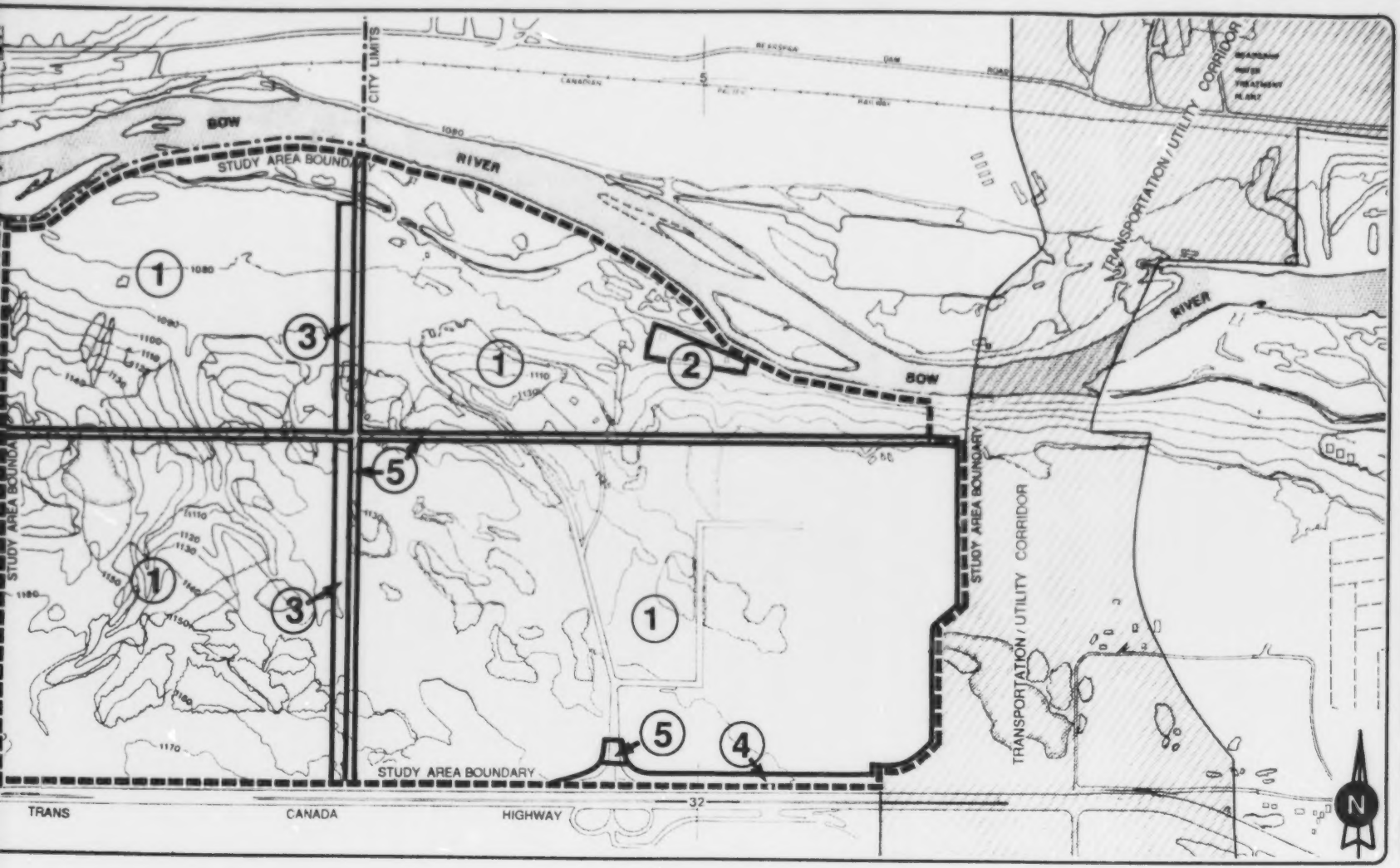
In 1982, Tri-Media Studios Ltd. proposed a multi-use development on the Valley Ridge lands, centred around a movie/television/recording studio.

Due to the economic downturn in 1982, the Tri-Media proposal was never implemented. The land was acquired by Barbican Developments Ltd. in 1989, and a revised development concept proposal was submitted to the City in June, 1990.

## 6.0 CURRENT LAND OWNERSHIP AND USE

### 6.1 Land Ownership (MAP 4)

Barbican Developments Ltd. owns most of the land within Valley Ridge (i.e., 259.8 hectares/ 642.0 acres). Two small lots totalling 1.2 hectares (3.0 acres) located in the northeast corner of the area, are owned by Alan D. Waldie. In addition, the area includes various rights-of-way under title to TransAlta Utilities Ltd., Her Majesty The Queen (Province of Alberta) and the City of Calgary, as shown in Map 4.




**REVISED VALLEY RIDGE** — **MAP 4**

## LAND OWNERSHIP

**LEGEND**

1. BARBICAN DEVELOPMENTS LTD.
2. ALAN D. WALDIE
3. TRANS ALTA UTILITIES CORP.
4. HER MAJESTY THE QUEEN (PROVINCE OF ALBERTA)
5. THE CITY OF CALGARY

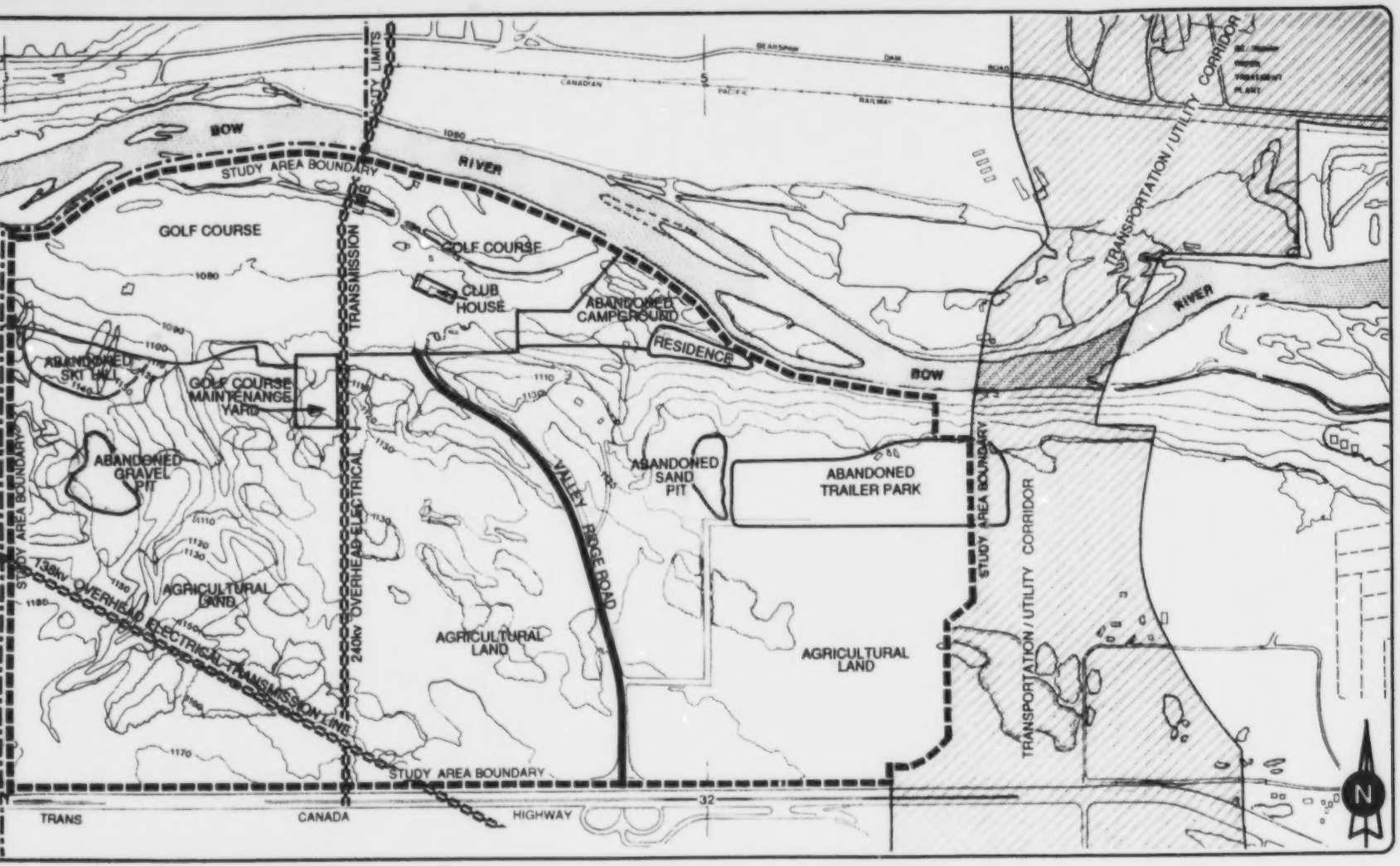
**DATE**
APRIL 1991

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1320'
0 402 m.

## 6.2 Existing Land Use (MAP 5)

As illustrated in Map 5, existing land uses include the 18-hole golf course and ancillary facilities in the river terrace, other remnants of the old Happy Valley Park (an abandoned ski hill, campground and trailer park), abandoned sand and gravel pits, and the Alan Waldie residence. Two TransAlta overhead power lines traverse the area. The remainder of the site is agricultural land utilized for cattle grazing and open space (ravines and escarpment).




**REVISED VALLEY RIDGE** | **MAP 5**

**EXISTING LAND USE**

**LEGEND**

**DATE**
APRIL 1991

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

1320'
402 m.
25

## 7.0 PLANNING CONTEXT

## 7.1 Calgary Restricted Development Area

### 7.1.1 Transportation/Utility Corridor

The Calgary Restricted Development Area (RDA) comprises two components - the Transportation/ Utility Corridor (TUC) and the Environmentally Sensitive Areas (ESA's). The TUC was established to protect the right-of-way for a "ring road" to encircle Calgary, as well as rights-of-way for provincial and municipal utilities (e.g., powerlines, pipelines, sewer trunks).

The TUC boundary was refined in 1989 on the basis of recommendations contained in the Calgary Transportation/Utility Corridor Reassessment Study prepared for Alberta Environment in 1985. The western boundary of the TUC is approximately as shown in Map 2. Lands acquired by the Province which were surplus to the requirements of the TUC have been sold to Barbican, and are included within the Revised Valley Ridge Area Structure Plan.

### 7.1.2 Environmentally Sensitive Areas

The other component of the Calgary RDA comprises a number of Environmentally Sensitive Areas (ESA's) as designated by Alberta Environment. One of these ESA's encompasses the Bow River valley through Valley Ridge, including the southern portions of Sections 5 and 6-25-2W5M.

The purpose of the ESA's is to protect, wherever possible, environmentally sensitive features within river valley walls and bottoms. Alberta Environment has identified various significant biophysical features (e.g., vegetation, wildlife habitat) in the Bow River valley within Valley Ridge. These have been taken into account in the preparation of the area structure plan.

## 7.2 Calgary Regional Plan

Chapter 4, Section 10 of the Calgary Regional Plan, as adopted in 1984 and subsequently amended, deals with planning principles and provisions for urban development. The preparation of the Revised Valley Ridge Area Structure Plan has been cognizant of these principles and provisions.

## 7.3 Calgary General Municipal Plan

The Calgary General Municipal Plan (CGMP) was adopted by City Council in 1979, and has since undergone several amendments. Of particular relevance to the preparation of area structure plans are Figure 1 (Urban Structure), Table 4.1.2 (Areas Considered Suitable for Area Structure Plans and Area Redevelopment Plans), and the various policies contained within the CGMP.

Figure 1 of the CGMP identifies Valley Ridge as a "future residential" area. Table 4.1.2 identifies Valley Ridge as an area suitable for preparation of an area structure plan. Furthermore, preparation of the Revised Valley Ridge Area Structure Plan has taken account of the various policies contained within the CGMP.

## 7.4 Calgary River Valleys Plan

The Calgary River Valleys Plan (CRVP) was approved by City Council in 1984. This plan includes a number of policies with respect to land use planning and development in Calgary's river and creek valleys, such as open space provisions and floodplain management. Although the CRVP does not set out specific planning objectives for the Bow River Valley lands in Valley Ridge, the area structure plan has adhered to its general policies.

As a means of implementing the floodplain management policy incorporated within the CRVP, the City of Calgary Land Use By-law 2P80 was amended in 1985 with the addition of Section 19.1 FLOODWAY AND FLOODPLAIN REGULATIONS (By-law 5P85). These regulations establish restrictions on land use and development in both the floodway and floodplain of the Bow River, as well as the Elbow River and the Nose and West Nose Creeks.

## 7.5 Policy for Environmentally Sensitive Areas

In 1979 the Calgary Planning Commission adopted A Policy for Environmentally Sensitive Areas (ESA's). It should be noted that ESA's within this broader context are not synonymous with ESA's as established within the Calgary RDA, although there is considerable overlap.

This policy sets out a number of objectives and criteria which guide the City's planners in their preparation of area structure plans and other land use planning policy documents. In some cases, lands which meet the criteria for protection in their natural state due to environmental sensitivity will qualify for dedication as environmental reserve (ER), in accordance with Section 98 of the Planning Act. This dedication is determined at the time of subdivision approval, and is therefore not appropriate to define within an area structure plan.

## 7.6 Surface Transportation Noise Policy

City Council adopted the Surface Transportation Noise Policy for the City of Calgary (CALTS 91) in 1983. This policy document establishes design noise level guidelines, suggests and evaluates alternative forms of noise attenuation, and allocates responsibility for implementation of noise attenuation facilities between the City and land developers. Surface transportation facilities comprise both roadways and railways (CN/CP and City light rail transit).

## 7.7 Trans Canada Highway West Functional Planning Study

The Trans Canada Highway West Functional Planning Study (CALTS 94) was prepared for the City's Transportation Department in 1984. The following year City Council adopted a number of resolutions with respect to the recommendations contained within this report, endorsing the recommended functional design as a basis for right-of-way protection and future implementation, and setting out a program for staging of the recommended improvements.

This study deals with that portion of the Trans Canada Highway extending from the Sarcee Trail interchange on the east to a future interchange at 133 Street N.W., west of Valley Ridge and the present city limits. Ultimately, all cross-connections within this stretch of highway will be grade-separated, whereas at present most connections are at-grade intersections. Of particular relevance to Valley Ridge are the proposed future upgrading of the existing Valley Ridge Boulevard interchange, as well as a flyover of the future Stoney Trail to provide a secondary access to Valley Ridge from Bowfort Road via the Greenbriar area, now approved for development.

As of the present time there have been no funding or timing commitments made with respect to any of the improvements recommended by this study.

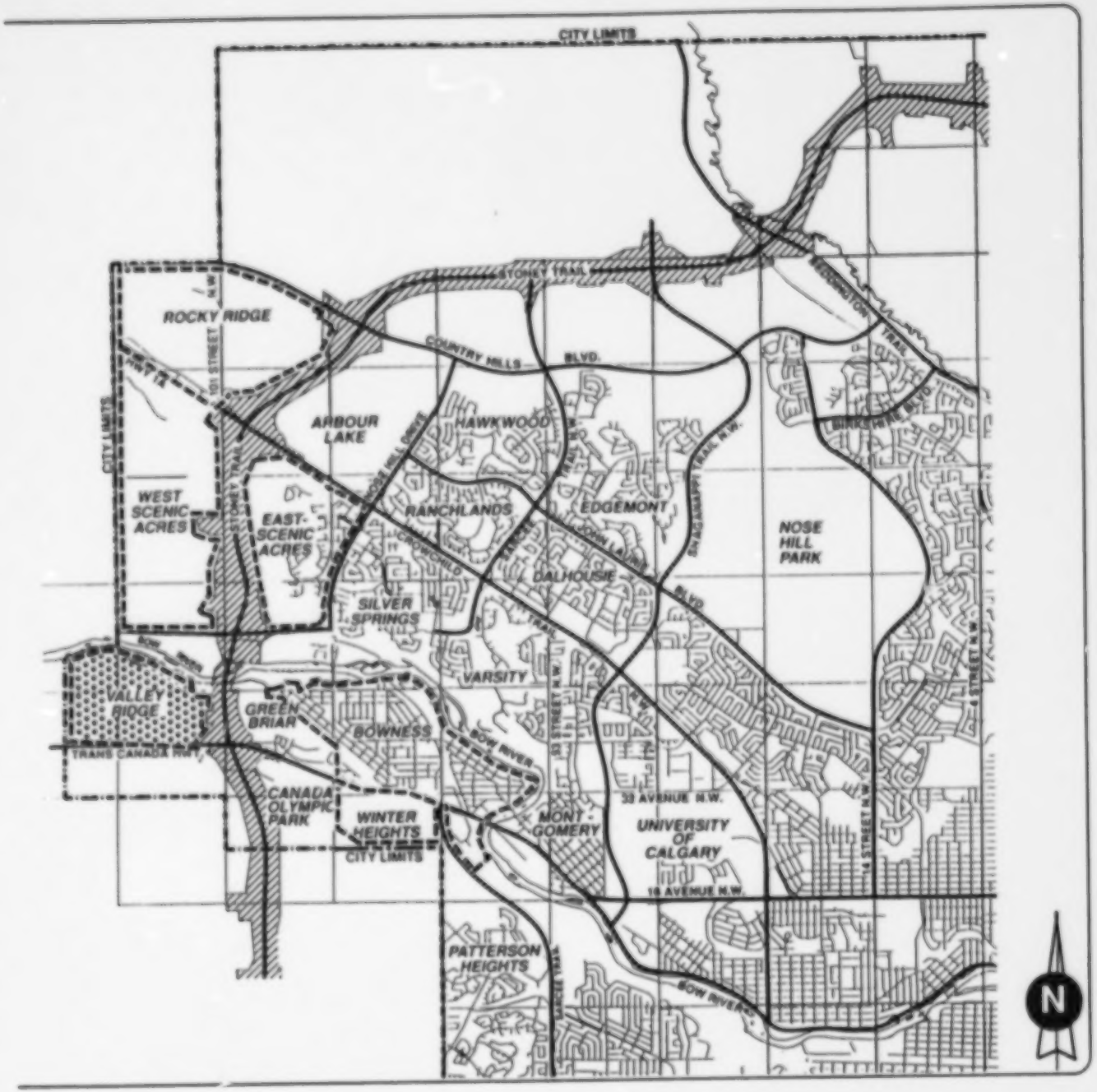
## 7.8 Planning for Adjacent Areas (MAP 6)

Map 6 identifies those areas adjacent or nearby to Valley Ridge for which land use policy plans have either been approved or are presently underway.

The Bowmont Design Brief, approved by City Council in 1978, covered both the communities of Bowness and Montgomery. An area redevelopment plan is now being prepared specifically for Bowness. The Greenbriar lands between Bowness and Valley Ridge have never been covered by either a design brief or an area structure plan. However, an outline plan of subdivision was approved by the Calgary Planning Commission in the early 1980's, and the development of Greenbriar is expected to proceed in accordance with this plan.

To the south of the Trans Canada Highway the Winter Heights Area Structure Plan, adopted by City Council in 1987, deals with the area between Sarcee Trail and Bowfort Road/Canada Olympic Park. A proposal for a revised development concept (Stonebridge) was recently submitted to the City, and area structure plan preparation could proceed in 1991. The lands to the west of Winter Heights, including Canada Olympic Park, were annexed to the City in 1989. As yet no proposals have been submitted for development of the lands west of the park.

To the north of the Bow River are the areas of East and West Scenic Acres. An area structure plan for East Scenic Acres was submitted to City Council for adoption in 1981. At that time, third reading of the adopting by-law was withheld pending a commitment to construct the first stage of the Stoney Trail. That plan was subsequently abandoned, but development of the Scenic Acres community proceeded throughout the 1980's regardless. A revised East Scenic Acres Area Structure Plan is now in final draft form, and should be submitted to City Council for adoption sometime in 1991. A draft area structure plan is also currently in preparation for West Scenic Acres, and this plan should also be ready for consideration by City Council in 1991.




REVISED VALLEY RIDGE

MAP 6

**PLANNING CONTEXT**

LEGEND

- PLANNING AREA
- TRANSPORTATION/ UTILITY CORRIDOR
- ASP/ARP/ DESIGNBRIEF BOUNDARIES

DATE

APRIL 1991

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1.0 mile
0 1.6 km.

To the west of Valley Ridge the lands are presently within the jurisdiction of the Municipal District of Rocky View. Although these lands are within the City's "urban fringe", suggesting the likelihood that they will ultimately be annexed to the city, a proposal for annexation has not yet been considered by either the City Administration or Council.

## 8.0 TRANSPORTATION

### 8.1 External Roadway Network

Access to Valley Ridge is presently provided from the Trans Canada Highway (TCH) via a grade-separated interchange at Valley Ridge Boulevard. At present the TCH is a four-lane divided expressway. However, in accordance with the recommendations of the Trans Canada Highway West Functional Planning Study (CALTS 94), this highway will ultimately be upgraded to an eight-lane freeway, with all cross-connections fully grade-separated. The Functional Planning Study specifies the right-of-way required for this upgrading, including improvements to the existing interchange at Valley Ridge Boulevard.

To the east of Valley Ridge, within the Transportation/Utility Corridor, a right-of-way has been established for Stoney Trail, a future freeway proposed to extend from an extension of the Glenmore Trail in the south to Highway 1A (Crowchild Trail) and across to Highway 2 to the north and northeast. The first stage of this route is likely to be built from the Trans Canada Highway north across the Bow River, to connect with Nose Hill Drive. Although there will be no access from Stoney Trail into Valley Ridge, the Functional Planning Study provides for an overpass of this freeway to connect Valley Ridge with the proposed Greenbriar development and Bowfort Road to the east. Provision for this connection has been made in the conceptual design of the internal roadway network for Valley Ridge, as well as within the approved plans of subdivision for Greenbriar.

To the west of Valley Ridge the TCH West Functional Planning Study proposes a future interchange at 133 Street N.W. The Revised Valley Ridge Area Structure Plan provides for extension of the east-west collector road to connect ultimately with this interchange.

## 8.2 Internal Roadway Network

The internal roadway network within Valley Ridge has been designed to accommodate the traffic volumes anticipated from full development of the area, and to allow ultimately for public transit (bus) service.

Valley Ridge Boulevard, the main access route into the area from the Trans Canada Highway, will be upgraded to a divided primary collector standard throughout most of its length. Where Valley Ridge Boulevard links to the Trans Canada Highway (TCH), it will be a major standard. These standards are dictated not only by traffic capacity requirements, but also by the need to safeguard accessibility by emergency vehicles (e.g. ambulance, fire, police) in the event of blockage of one side of the road by an accident or a stalled vehicle.

Valley Ridge Drive, a collector road intersecting with Valley Ridge Boulevard to the north of the TCH interchange, will provide access to the residential areas and joint use sites in both the eastern and western upland areas of the community, as well as to the commercial site east of Valley Ridge Boulevard. The portions of this collector approaching Valley Ridge Boulevard from either direction will be divided. Furthermore, the eastern segment of this road will be capable of future extension as a flyover across the Stoney Trail into Greenbriar, while the western segment will be capable of future extension to ultimately link up with a possible interchange on the TCH at 133 Street N.W. These two extensions would thus provide secondary and tertiary means of access to and from Valley Ridge. Until these extensions are built, the single access to Valley Ridge will result in a number of long culs-de-sac.

## 8.3 Public Transit Service

As indicated above, the major, primary collector and collector roads within Valley Ridge will all be designed such that they can accommodate public transit (bus) service. The Transportation Department does not intend to provide transit service into Valley Ridge via the Trans Canada Highway, but rather would prefer to extend service from Bowness and Greenbriar via the future flyover across Stoney Trail.

City policy stipulates that no residence should be located more than 450 metres walking distance from public transit service. However, due to topographic constraints it may be necessary to relax this policy for a number of residences in Valley Ridge.

## 9.0 SERVICING AND UTILITIES

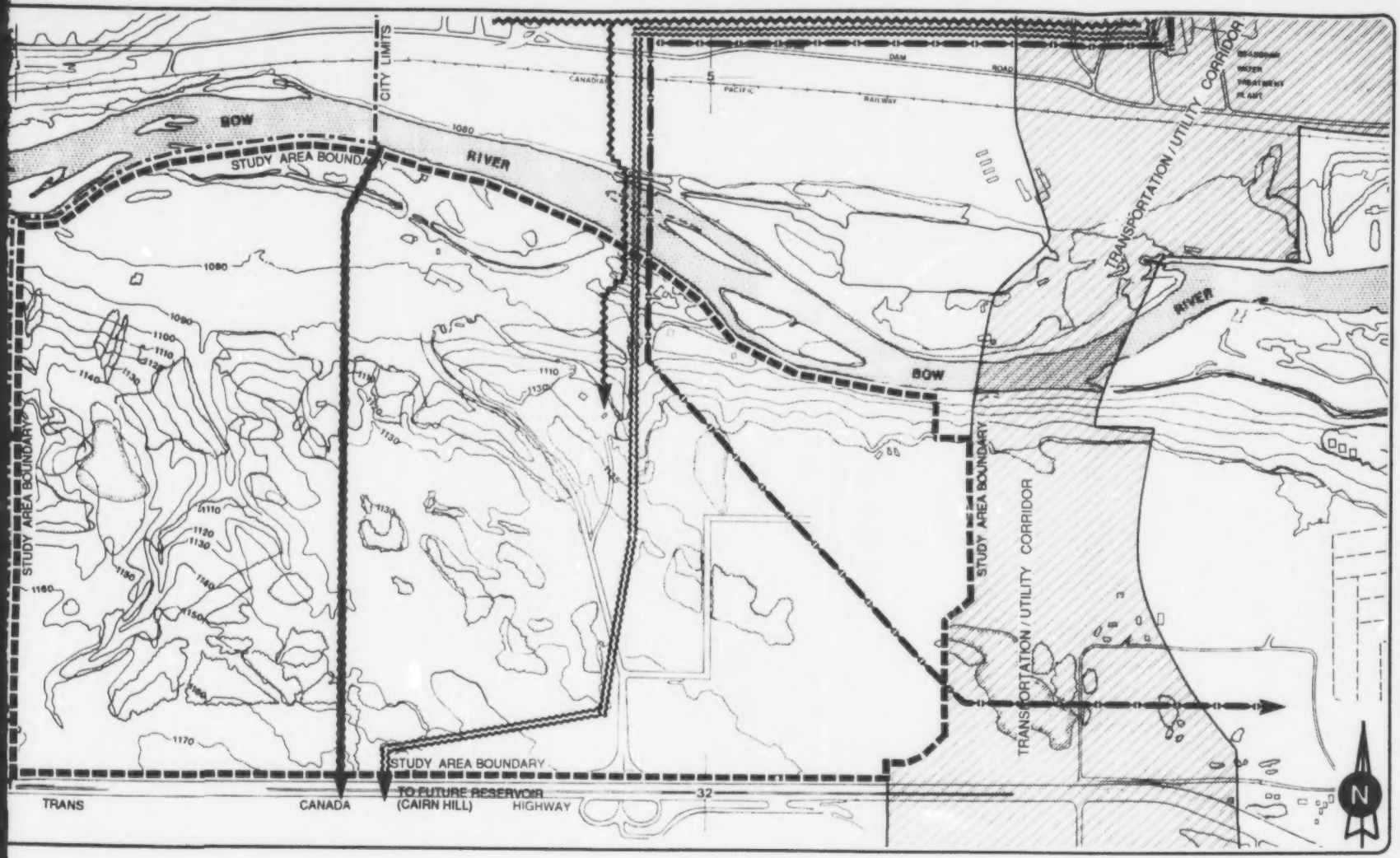
### 9.1 Water Supply (MAP 7)

The initial water supply to Valley Ridge will be from a 400 millimetre main connected to the north feeder main leaving the Bearspaw Water Treatment Plant. This main will be at Spy Hill pressure and will supply land up to an elevation of 1147 metres. The main will run west from the plant on the north side of Bearspaw Dam Road, and then south across the Bow River into Valley Ridge. The 400 millimetre main has the capacity to supply 3500 people at present levels of demand. The existing 250 millimetre main located on the north side of Bearspaw Dam Road will also be required to service initial development.

Ultimately, the permanent second feed within the Spy Hill pressure zone will be from an extension of the existing 400 millimetre main in the Greenbriar area, across the Transportation/Utility Corridor.

Land lying between elevations 1147 metres and 1187 metres in the Big Hill pressure zone, and located to the south of the Trans Canada Highway, will ultimately be supplied by a 900 millimetre main from the northwest feeder main at the Bearspaw Water Treatment Plant. The river crossing portion of this feeder main will be installed at the same time as the 400 millimetre primary main to Valley Ridge.

The land in the southwest corner of Valley Ridge above elevation 1147 metres will be supplied at Big Hill pressure either by a booster pump station or by the feeder main, whichever is appropriate at the time of development. The highest elevation of the land in the southwest corner is 1161 metres. This land will require a check valve from the Spy Hill pressure zone to supply water for fire protection.




**REVISED VALLEY RIDGE** — **MAP 7**

## WATER SUPPLY

**LEGEND**

- 250 mm SECONDARY MAIN
- 400 mm MAIN
- 900 mm FEEDER MAIN
- EXISTING WATERLINE TO ARTIST'S VIEW PARK

**DATE**
APRIL 1991

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

1320'
402 m.

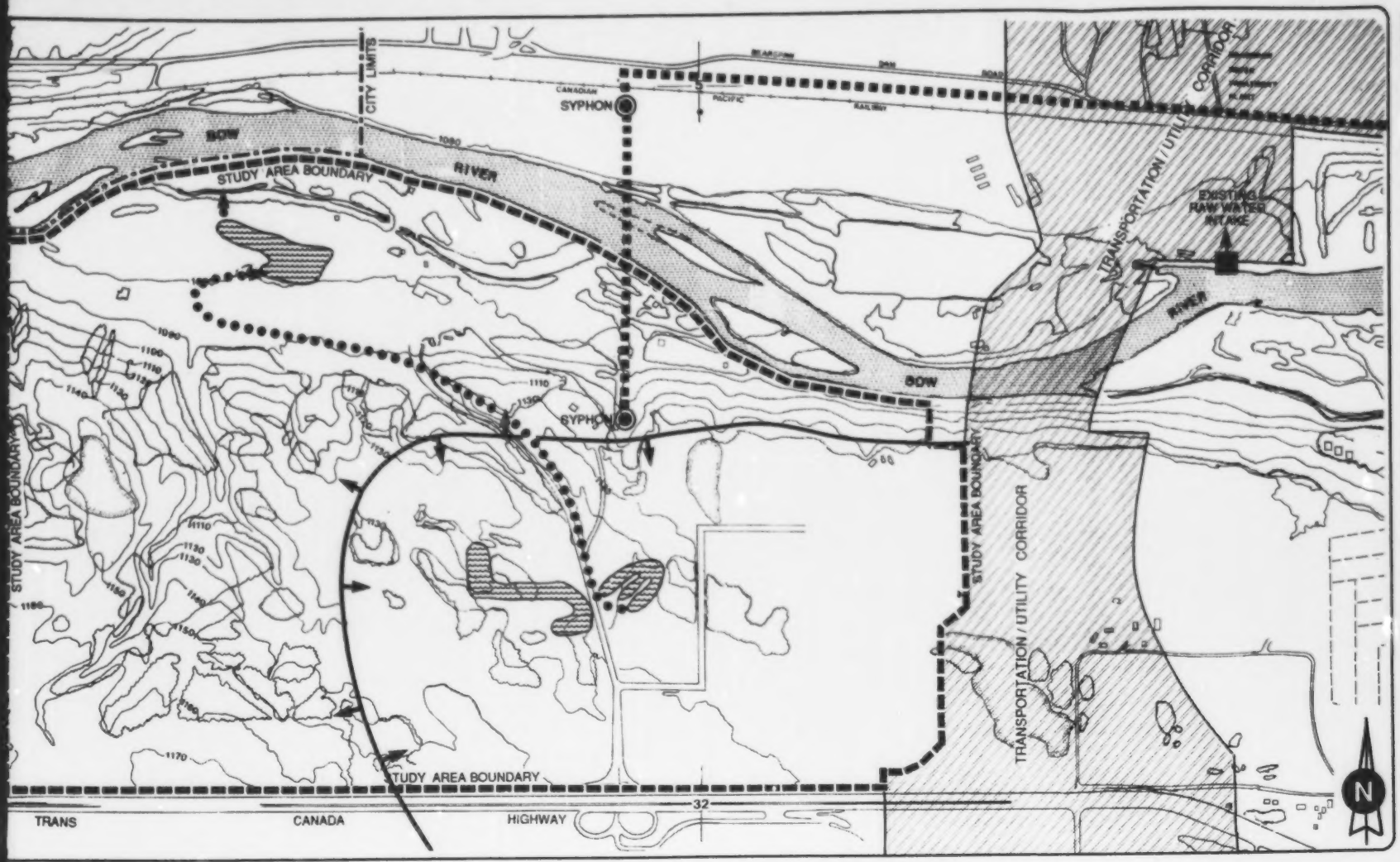
## 9.2 Sanitary Sewerage (MAP 8)

The eastern portion of Valley Ridge lies within the Greenbriar drainage area. The lands below the escarpment, as well as the area to the west of the drainage divide, lie within the North Bearspaw drainage area. It is proposed that all of the land within Valley Ridge be serviced to the North Bearspaw Trunk. The connection to the North Bearspaw Trunk from Valley Ridge includes a syphon under the river.

## 9.3 Stormwater Management (MAP 8)

The Valley ridge area will be serviced by stormwater detention/retention facilities drained by a trunk sewer with an outfall to the Bow River within the Valley Ridge area. Prior to tentative plan approval of land draining to these facilities, a stormwater management report acceptable to the City Engineer, detailing the location, size and operation of the stormwater facilities and the quality of the stormwater outflow, will be required.

The storm sewer system draining to the stormwater detention facilities will be designed to accommodate 1:5 year storm flows. Overland flow routes will be designed to accommodate the 1:100 year event.




REVISED VALLEY RIDGE

MAP 8

# SANITARY AND STORM SEWERS

LEGEND

- SANITARY CATCHMENT AREA BOUNDARY
- SANITARY TRUNK
- STORM TRUNK
- STORMWATER DETENTION FACILITIES

DATE
APRIL 1991

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

1320'
0 402 m.

## 9.4 Electrical (MAP 9)

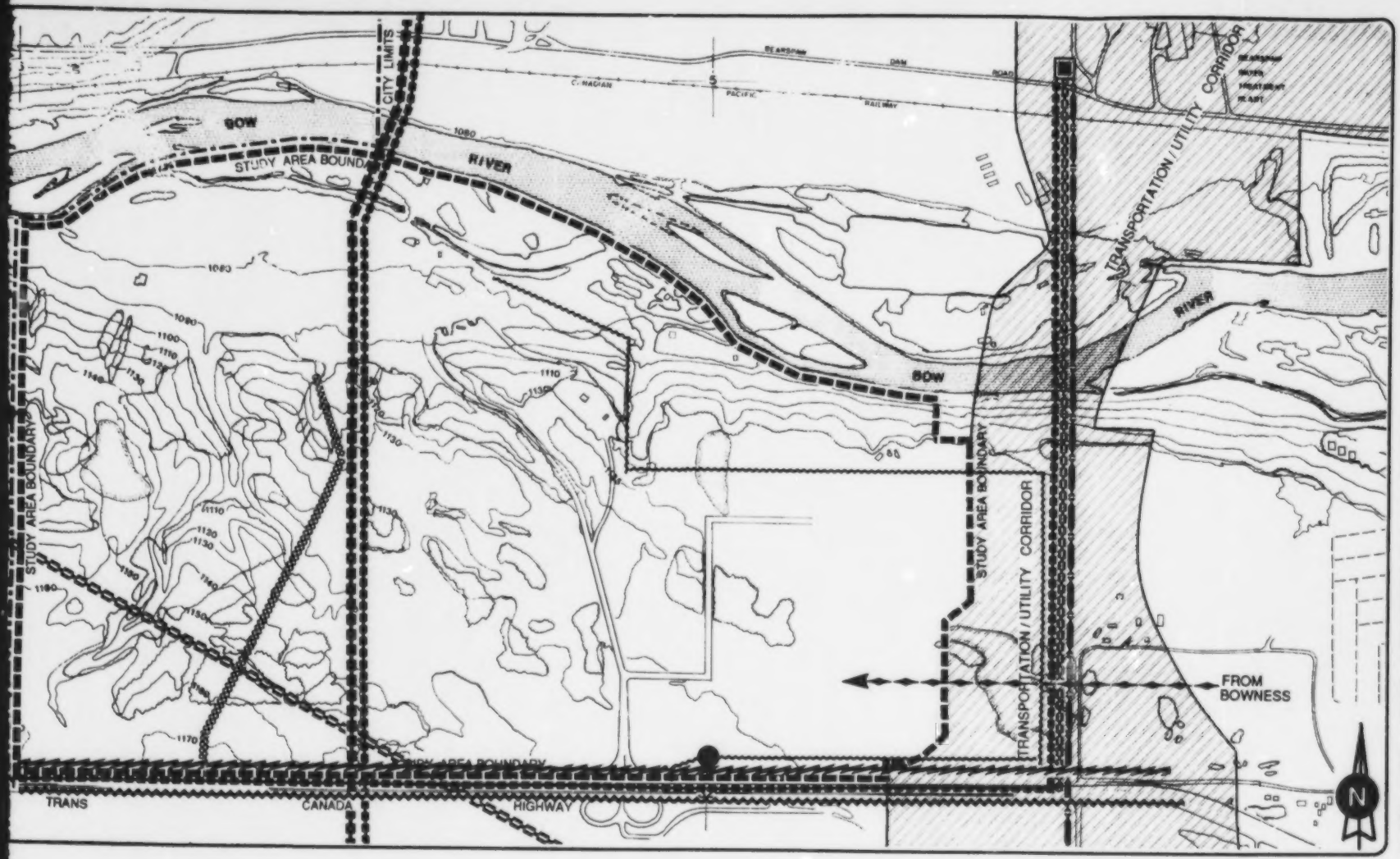
The Valley Ridge development will be serviced at 25 kV. Two of the feeders will be located in the Transportation/Utility Corridor, while a third will run along the east side of the TransAlta 240 kV line, the exact alignment at the north end to be determined at the outline plan stage. A 25 kV feeder will also run along the north side of the Trans Canada Highway.

The City of Calgary Electric System proposes to locate a 138 kV overhead distribution line within the Transportation/Utility Corridor. This facility is proposed as an alternate feed to #36 substation, north of Bearspaw Dam Road.

The existing TransAlta Utilities 240 kV transmission line which runs north-south across the western portion of Valley Ridge will remain in place. Except at the north end, the right-of-way for this line is owned by TransAlta. The existing TransAlta 138 kV transmission line, which runs diagonally within an easement across the southwest portion of Valley Ridge, will be relocated at the developer's expense. A possible realignment is south along the western city limits, and then east within an easement along the north side of the Trans Canada Highway. TransAlta Utilities requires a 20 metre separation distance from the centre line of transmission line rights-of-way to any structure, in order to ensure safe operation of the line.

## 9.5 Natural Gas (MAP 9)

At present the Valley Ridge area is supplied with natural gas by the Canadian Western Natural Gas Company (CWNG) by means of a high-pressure pipeline which crosses the site to the west of the Valley Ridge Road interchange. A portion of this pipeline, as well as two existing distribution lines, will be abandoned once the ultimate servicing scheme for Valley Ridge is in place. This will involve extension of a 273 millimetre intermediate pressure feedermain from Bowness across the Transportation/Utility Corridor, possibly adjacent to the right-of-way of the proposed collector roadway flyover.




REVISED VALLEY RIDGE

MAP 9

# SHALLOW UTILITIES

## LEGEND

### ELECTRICAL

- 240 kv TRANSMISSION LINE (TRANS ALTA)
- 138 kv TRANSMISSION LINE (TRANS ALTA)
- FUTURE 138 kv TRANSMISSION LINE (C.C.E.S.)
- 25 kv OVERHEAD
- 13 kv OVERHEAD
- # 36 SUB - STATION

### NATURAL GAS

- 273 mm I.P. FEEDERMAIN EXTENSION
- HIGH PRESSURE BRANCH LINE

### TELEPHONE

- BURIED EXCHANGE CABLE
- BURIED FIBRE OPTICS CABLE
- LOCAL SERVICE LINES
- FUTURE EXCHANGE

DATE
APRIL 1991

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

1320'
402 m.

39

## 9.6 Telephone (MAP 9)

Telephone service, as shown conceptually in Map 9, will be provided by extension of existing lines which currently are located north of the Trans Canada Highway and immediately east of the Transportation/ Utility Corridor. A lot within Valley Ridge will be set aside for future construction of an AGT switching center necessary to serve the development, to be located generally as shown in Map 9.

# 10.0 COMMUNITY SERVICES

## 10.1 Schools

Two joint use sites have been provided for future schools in the Revised Valley Ridge Area Structure Plan. A public elementary school will be located in the easternmost joint use site, and a separate elementary school will be located on the western most site, as shown in Map 2. The timing and construction of these schools has yet to be determined by either the Public or Separate School Boards. In the meantime, students from Valley Ridge will be bussed to schools in other areas at the discretion of the respective boards.

## 10.2 Community and Recreational Facilities

The joint use sites will also accommodate community recreation facilities, which may include playfields, playgrounds and other suitable recreation amenities. The easternmost site is a possible location for a future community centre.

Neighbourhood parks and tot lots may be located on smaller reserve parcels, to be distributed throughout the community. Provision will be made for regional pathways to be constructed within a ten metre right-of-way along the Bow River, as well as east-west along the top of the escarpment and south along Valley Ridge Boulevard to the Trans Canada Highway. The alignments will be generally as shown in Map 2, specific alignments to be determined by Calgary Parks & Recreation in conjunction with final design of the expanded golf course.

### 10.3 Police Service

Police protection will be provided to Valley Ridge from the District 2 office, located at 1728 - 45 Street S.W.

### 10.4 Fire Protection and Emergency Medical Service

Fire protection will be provided initially from either Station 15, located at 63 Street and 35 Avenue N.W., or from Station 29, located at 7027 Coach Hill Road N.W. Emergency medical service will be provided from Station 21, located at the intersection of Silver Springs Boulevard N.W. and Silvergrove Drive N.W. Response times from these stations are expected to be in excess of the city-wide goal of five minutes on average. In order to maintain the city-wide standard, Station 15 may be relocated to the north side of the Trans Canada Highway at Bowfort Road.

### 10.5 Public Health Service

The Ranchlands district office of Calgary Health Service, located at 1829 Ranchlands Boulevard N.W. (Ranchlands Shopping Centre), will provide public health services to the Valley Ridge area. The nearest hospital is the Foothills Hospital. No other health service office or hospital has been proposed for northwest Calgary.

## 10.6 Social Services

Valley Ridge will be provided with municipal social services from the City of Calgary Social Services Department's Bowmont Area Office, located at 5000 Bowness Road NW. Provincial social services will be provided from Alberta Family and Social Services Foothills District Office, located at 1240 Kensington Road N.W. Another municipal area office may eventually be required to serve the needs of Calgary's northwest communities, including Valley Ridge.

## 10.7 Library Service

Library services will be provided from the Bowness branch of the Calgary Public Library, located at 7930 Bowness Road N.W. A new branch to serve Valley Ridge and adjacent areas would only be warranted with future development to the west and south of Valley Ridge. An appropriate location will be determined at that time.